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Railroad System

Mineralnye Vody-Kislovodsk Railroad Line

1. The length of the Mineralnye Vody-Kislovodsk railroad line is about 60 kilometers.
2. Until 1942, this line had a double track. During the war, however, one of these tracks was removed and the material was used for the construction or repair of another line.
3. This line was electrified before the war. Electric power is supplied from a hydroelectric station located on the Bakken River, about 60 kilometers northeast of the city of Pyatigorsk. Before the war, this hydroelectric station furnished power to the railroad line and to the cities of Pyatigorsk, Kislovodsk, and Yessontuki. It was half destroyed during the war, and is now being repaired by German prisoners-of-war. The station is now operating at approximately its former capacity, and furnishes current only for the operation of the railroad.
4. The railroad stations on this line are as follows:

Mineralnye Vody

Siding	about 6 kilometers from the preceding
Sneiken	" 4 " " "
Rechtsau	" 6 " " "

There is a branch line from the Beshtau station to the town of Zheleznovoski, located about nine kilometers east of Beshtau.

Inozentsova	about 7 kilometers from Deshtau
Mastou	" 6 " " the preceding
Lermontovskii	" 2 " " "
Pyatigorsk	" 2 " " "
Novo Pyatigorsk	" 3 " " "
Skatskii	" 3 " " "

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Zalatuska	about 6 kilometers from Skatski
Yessentuki	" 4 " " the preceding
Poloi-Ugol	" 3 " " " "
Fatkmok	" 7 " " " "
Station	" 3 " " " "
Kislovodsk	" 1 " " " "

5. There are about 28 or 30 trains in operation on the above railroad line. Some trains have three cars each; others have six. The coaches have 80 seats, and standing room for about 80 persons.
6. The run between Mineralnye Vody and Kislovodsk takes about two hours. The first train leaves Mineralnye Vody at 3:30 am, and the last train leaves Kislovodsk at 1:00 am of the following day. Trains leave each terminal every 30 to 45 minutes. A round trip from Mineralnye Vody to Kislovodsk costs 12 rubles.

Mineralnye Vody-Armavir Railroad Line

7. The length of the railroad line from Mineralnye Vody to Armavir is about 170 kilometers. It is double tracked.
8. A local passenger train leaves Mineralnye Vody at 7:00 am daily and arrives in Nevinnomysskaya at 12:00 m of the same day. It leaves Nevinnomysskaya at 2:00 pm and arrives in Mineralnye Vody at 7:00 pm the same day.
9. Trains leave Mineralnye Vody daily for Moscow. Passenger train No. 27 leaves for Moscow at 11:00 pm. It arrives about 52 hours later. At 7:00 pm, passenger train No. 72 leaves for Moscow; it arrives at noon, two days later. At 9:30 pm, a fast train leaves for Moscow; it arrives about 48 hours later. This train has its terminus in Kislovodsk.
10. The following trains leave Moscow daily for Mineralnye Vody: Passenger train No. 28 leaves Moscow at 12:00 pm and arrives in Mineralnye Vody at 5:00 am of the second day. Passenger train No. 71 leaves Moscow at 9 pm and arrives in Mineralnye Vody at 2 am of the third day. A fast train leaves Moscow at 10 pm and arrives in Mineralnye Vody at 3:00 pm of the second day.
11. A round trip ticket from Mineralnye Vody to Moscow on the ordinary passenger train costs 170 rubles; however, it costs 440 rubles on the fast train.

Nevinnomysskaya-Cherkassk Railroad Line

12. The length of the railroad line from Nevinnomysskaya to Cherkassk is about 40 kilometers. It is double tracked.
13. Passenger train No. 70 leaves Cherkassk at 6:00 am and arrives in Nevinnomysskaya at 9:00 am the same day. It leaves Nevinnomysskaya at 2:00 pm and arrives in Cherkassk at 5:00 pm the same day.
14. Informant says that the railroad line Tbilisi-Baku-Makhach Kala-Grozny-Mineralnye Vody-Armavir-Rostov-Kharkov-Orel-Moscow is double tracked.

Road System

15. Yessentuki-Lagan Road: This road passes through the cities, town, and villages indicated below:

Yessentuki (terminus)	about 12 kilometers from the preceding
Fyatigorsk	" 32 " " " "
Georgiyevsk	" 40 " " " "
Vorontsovo	" 40 " " " "
Budshnovsk	" 40 " " " "

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Levakumskoye	about 45 kilometers from Budennovsk
Katchu-Pei	" 20 " " the preceding
Velichayevskoye	" 60 " " the preceding
Sovkhoz Prikumski	" 60 " " " "
Upravleniye Chërnoi Zemli	" 70 " " " "
Ulandu	" 60 " " " "
Lagan	" 70 " " " "

16. Ulandu is a railroad station on the line from Grozny to Astrakhan. It is located about 180 kilometers from Astrakhan and about 180 kilometers from Kizlyar (43°52'N, 46°43'E). The Kizlyar-Astrakhan railroad line was constructed in 1942 and is approximately 360 kilometers long.
17. The road from Yessentuki to Lagan was constructed before the war. Its total length is about 510 kilometers. From Yessentuki to the town of Levakumski, the road is unpaved and is about five meters wide; from the latter town to Lagan the road is sandy and is about four meters wide.
18. There are three bridges on this road. One is located at the west side of the city of Georgiyevsk, over the Kuma River; it is constructed entirely of concrete, and is 10 meters long and about five meters wide. The second bridge is located a short distance to the north of the town of Vorontsovo. It is a wooden bridge about four meters long and from three to four meters wide. The third bridge is in the town of Velichayevskoye, at a distance of about 100 meters from its eastern edge; this bridge is of wood and is from four to five meters long and from three to four meters wide.
19. Pyatigorsk-Malchik Road: This road is about 60 kilometers long. Its width is about four meters. It is an old road, constructed before the war, and it is paved with asphalt. There are two bridges on this road. One of them, located from 1.5 to 2 kilometers northeast of Pyatigorsk, is constructed of concrete and is five meters long and about four meters wide. The other bridge is in the village of Baksan, over the Baksan River. It is constructed of steel and has steel trusses. This bridge is from 15 to 20 meters long, from five to six meters wide, and about five meters high (sic).
20. Pyatigorsk-Mineralnye Vody-Armavir-Rostov-Kharkov-Orel-Moscow Road: In March 1947, the repairing and surfacing of this road with asphalt was begun. Although it was unpaved, it had been maintained in good condition. Informant says that the work began at Pyatigorsk and had reached Mineralnye Vody by July 1948. He says that repair was also started in various cities and in both directions from them. The reconditioning of the entire road should be completed in 1950. Some parts of this road are considered unfit for repair and are being by-passed with entirely new construction. The width of this road will still be from six to eight meters.

Airfields

21. Mineralnye Vody Airfield (44°14'N, 43°08'E): This airfield is used for civilian passenger traffic.
22. The field is bounded by a wire fence two meters high and about 1,000 meters long on the side near the Mineralnye Vody-Rostov railroad line. It is open on the other three sides.
23. The surface of this airfield is of well-packed earth, and it can be used even in bad weather.
24. The following is an explanation of the attached sketch map of the Mineralnye Vody airfield.

No. 1 is the city of Mineralnye Vody.

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- No. 2 is the Rostov-Mineralnye Vody-Grozny railroad line.
 - No. 3 is the Mineralnye Vody-Kislovodsk railroad line.
 - No. 4 is an unpaved road from Mineralnye Vody to the airfield.
 - No. 5 is the airfield.
 - No. 6 is the wire fence.
 - No. 7 is the entrance to the airfield.
 - No. 8 is the landing strip. Its straight side is about 1,000 meters long and its curved side is about 1,500 meters long. The landing strip is surfaced with gravel and is maintained in good condition.
 - No. 9 is an underground storage place for gasoline containers, for the airfield.
 - No. 10 is a gasoline tank about 10 meters high and from five to six meters in diameter. It is located in the open air, a short distance behind the underground storage place.
 - No. 11 is a one-story building which houses the offices of the airfield. Tickets are sold here.
 - No. 12 is a place where there are from 10 to 12 one- and two-story buildings. The one-story buildings contain four or five rooms, and the two-story buildings contain 10 rooms. These buildings are used by the personnel of the airfield.
 - No. 13 is an airplane hangar about 500 meters long and 300 meters wide (sic).
 - No. 14 is a place measuring about 800 by 800 meters, where twelve large passenger airplanes are parked. These are twin-engine Douglas monoplanes with from 40 to 42 seats (sic) used for long distance flights. They are painted dark green. In April 1947, informant travelled from Mineralnye Vody to Moscow by air in one of these airplanes. His ticket cost 440 rubles, and he paid five rubles per kilo for his luggage.
 - No. 15 is a place where from 20 to 25 small single-engine biplanes are parked. They are painted steel blue, and are commonly called "Kukuruski" (sic). These planes accommodate a pilot and two passengers. They make short flights to Stavropol and Kislovodsk, and are also used on a large scale in farming for sowing, spraying, and spreading fertilizer on the fields and vineyards. In June 1947, informant flew in one of these planes from Mineralnye Vody to Kislovodsk in 45 minutes.
25. Novo-Pyatigorsk Airfield. This airfield is located about 500 meters west of the village of Novo-Pyatigorsk. It is situated in a plain, and is about 100 meters from the Pyatigorsk-Kislovodsk road and about 300 meters from the Pyatigorsk-Kislovodsk railroad line.
26. There is a board fence bounding the airfield on the side near the railroad line, but it is open on the other three sides.

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27. The dimensions of the airfield are estimated to be approximately 600 by 400 meters.
28. Its surface is of well-packed earth.
29. The airfield is used for civilian passenger traffic.
30. The following is an explanation of the attached sketch map of the Novo-Pyatigorsk airfield:

No. 1 is the village of Novo-Pyatigorsk.

No. 2 is the Mineralnye Vody-Kislovodsk railroad line.

No. 3 is the unpaved road from Mineralnye Vody to Kislovodsk.

No. 4 is the airfield.

No. 5 is the board fence.

No. 6 is the entrance to the airfield.

No. 7 is a one-story wooden building which houses the offices of the airfield.

No. 8 is a one-story wooden building where tickets are sold.

No. 9 is an underground storage place for gasoline containers, for the airfield.

No. 10 is the wind indicator.

No. 11 is a place where four Douglas passenger planes are parked.

No. 12 is a place where 20 "Kukuruski" (sic) airplanes are parked.

There is no special landing strip; the center of the airfield is used for landing and taking off.

Waterways

31. Nevinnomysskaya-Stavropol Canal: It begins at the Kuban River at a distance of about five kilometers northwest of the city of Nevinnomysskaya. The canal passes approximately 700 to 1,000 meters east of the city of Stavropol and ends approximately 12 to 15 kilometers north of that city, where it joins the Yegorlik River.
32. This canal is an ordinary channel. The bottom is about three meters wide; the width at the top is from five to six meters; the depth of the canal is about two meters; and the depth of the water is about 0.50 meter.
33. The length of the canal is about 60 kilometers. It was constructed between 1945 and 1947, and was dedicated on 7 November 1947.
34. The canal was dug for purposes of irrigation and is very important for the agriculture of this region.
35. The following is an explanation of the attached sketch map of the Nevinnomysskaya Canal:

No. 1 is the city of Nevinnomysskaya.

No. 2 is the city of Stavropol.

No. 3 is the Rostov-Grozny railroad line.

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No. 5 is the Yegorlik River.

No. 6 is the unpaved road from Nevinnomysskaya to Stavropol.

No. 7 is the canal.

No. 8 indicates the lateral branches of the canal used to irrigate the plain.

No. 9 is a bridge on the railroad line outside the western edge of the city of Nevinnomysskaya. This bridge is of steel, with abutments and two piers of concrete. It is about 40 meters long and wide enough for double tracks.

No. 10 is a bridge over the canal where the road crosses. The bridge is constructed of concrete, and is 30 meters long and about five meters wide.

36. Rivers in the Caucasus

- a. Kuban River. This river is from 10 to 30 meters wide, according to the terrain through which it passes. The depth is approximately 0.75 to 2 meters. This river is not navigable. From April to May each year it is in flood, and in the winter it is frozen.
- b. Yegorlik River. This river is from five to six meters wide and approximately 0.30 to 0.50 meter deep. The river floods, and from November to March it is frozen.
- c. Kuma River. This river is from eight to ten meters wide and from 0.50 to one meter deep. It floods, and during the winter is frozen.
- d. Baksan River. This river is from eight to 10 meters wide and from 0.25 to 0.75 meter deep. It floods, and during the winter is frozen.
- e. Terek River. This river is about 15 meters wide and from 0.60 to 1.20 meters deep. It does not flood, and does not freeze during the winter.

City of Pyatigorsk

- 37. The Avto remontny Zavod, a factory making automobile repair parts and various other machinery, is located in Pyatigorsk. It employs about 2,000 workmen.
- 38. Two oil presses with a daily production of from 10 to 15 tons each are located within the city. One employs 50 workmen, and the other employs about 150 workmen.
- 39. A military force estimated at approximately 3,000 men is stationed within the city. This force is reported undergoing training in tanks and motor transport. From 15 to 20 tanks and from 40 to 50 trucks are used in this training program.

City of Mineralnye Vody

- 40. A large cold storage plant is located near the railroad station.
- 41. A shop for the repair of railroad locomotives is located within the area of the railroad station.
- 42. A glass factory is located within the city.

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City of Nevinnomysskaya

43. A woolen mill is located within the city.

City of Yessentuki

44. A factory for canning meat, fruit, and vegetables is situated near the railroad station. The daily production is estimated to be from 10,000 to 20,000 cans. The factory consists of six or seven buildings, and employs about 300 workmen.
45. An oil mill which has a production of approximately five tons of oil per day is located within the city. It employs from 100 to 120 workmen.
46. Pishcheprom: It consists of three divisions: a brewery, a salami factory, and a soap factory.
47. The brewery is located at No. 101 Pazarnaya Street in the center of the city. It is surrounded by a stone wall 1.5 m high, 0.40 m thick, and about 50 m long, except for the facade facing the street. Behind the brewery flows a stream which is a tributary of the little river called Patkamok. The Patkamok River has its source south of Kislovodsk, Yessentuki, and Pyatigorsk; it empties into the Kuma River about 15 kilometers east of Mineralnye Vody.
48. The brewery consists of the following buildings:
- a. A two-story stone building, measuring approximately 30 by 20 meters, which is the main building of the brewery. On the first floor, there are 800 barrels which hold from 100 to 150 liters each, two diesel engines, and one steam engine. On the second floor there are three vats, each with a capacity of 3,000 liters, and the offices of the Pishcheprom.
 - b. A four-story brick building, measuring approximately 20 by 20 meters. The barley is processed here. There is a furnace on the first floor of this building, which used five tons of coal every 24 hours.
 - c. A one-story stone building, measuring about 40 by 20 meters. In this building, there are six wooden barrels, with a capacity of 10,000 liters each of hot beer, and six other barrels, containing finished beer ready to be drawn.
49. The output of this brewery is estimated to be 100,000 liters daily. It employs from 90 to 100 workmen.
50. The manager of the brewery is a Moslem Russian named Azizov or Azozov, who has been a member of the Communist Party since 1920. The assistant manager is a Ukrainian named Polenkov, who is also a registered member of the Communist Party. He was reportedly third officer of this brewery, and had the title of "manager of import and export (sic) of the factory."
51. The salami factory is located at 115 Pazarnaya Street. It measures about 30 by five meters, and is divided into three rooms. From six to eight workmen are employed here. It produced about a half ton of salami per day.
52. The soap factory is located at 128 Oktyabrskaya Street. This consists of a one-story stone building, measuring approximately 50 by 5 meters. It is divided into three rooms. From eight to ten workmen are employed here. It produces two tons of soap per day.
53. The Pishcheprom factory of the city of Yessentuki is a branch of the Pishcheprom-Soyuz of the city of Pyatigorsk, which in turn is a branch of the Krai Pishcheprom-Soyuz of the city of Stavropol. The latter is a branch of the Prom-Sovet of Moscow. The Pishcheprom-Soyuz reportedly has branch factories in eighteen cities in that region.

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55. [REDACTED] has been a registered member of the Communist Party since 1917. From friendly discussions, however, it was evident that [REDACTED] is not a fanatical Communist but that, because of the position he holds and the comfortable living he makes, he pretends to be a rabid Communist and eagerly carries out the orders of the Communist Party.

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[REDACTED] In collaboration with these three, he engaged in black market activity, selling quantities of beer to persons in their confidence. The money was divided in shares to help them meet their living expenses, since they could not live on their salaries.

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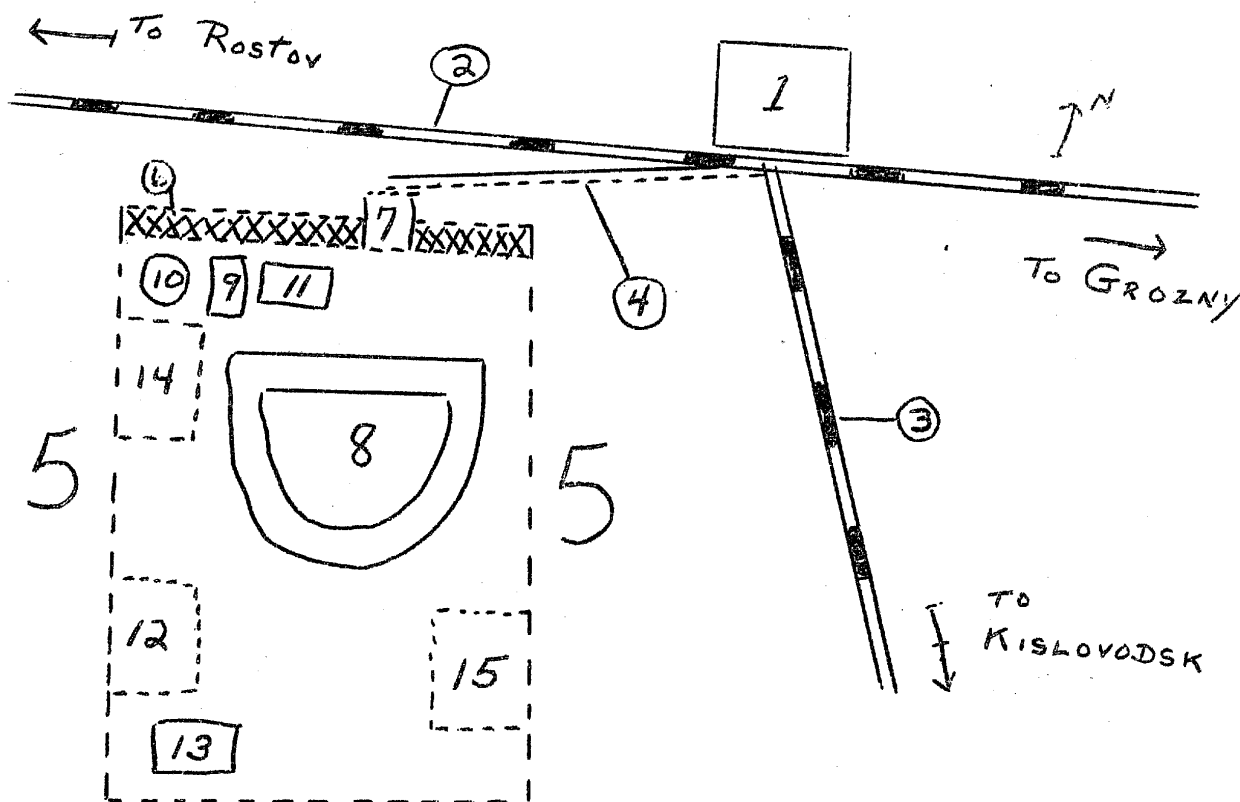
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Attachment I

CENTRAL INTELLIGENCE AGENCY

Sketch Map of Mineralnye Vody Airfield
(not drawn to scale)



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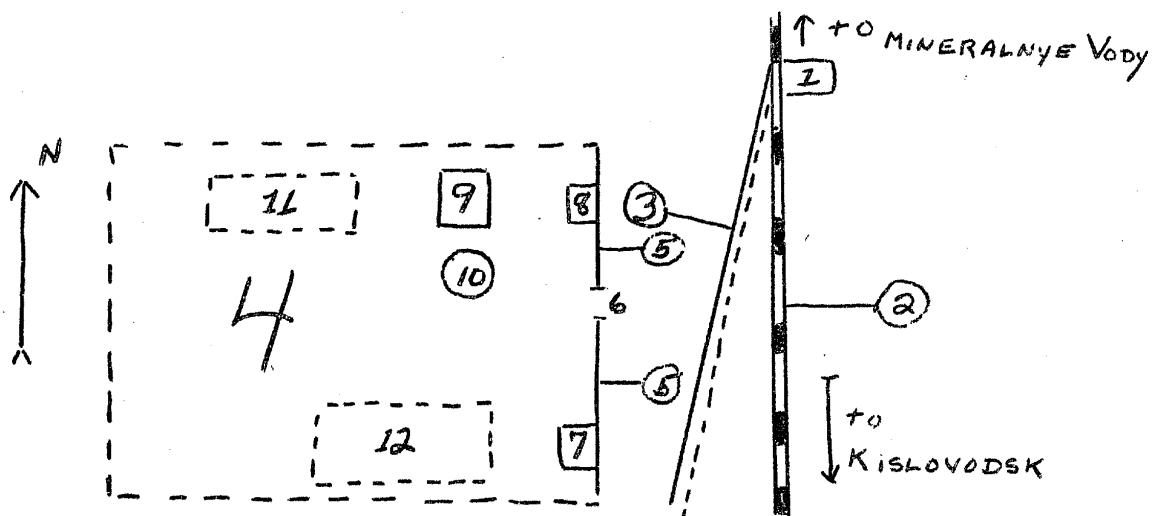
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Attachment II

CENTRAL INTELLIGENCE AGENCY

Sketch Map of Novo-Pyatigorsk Airfield
(not drawn to scale)



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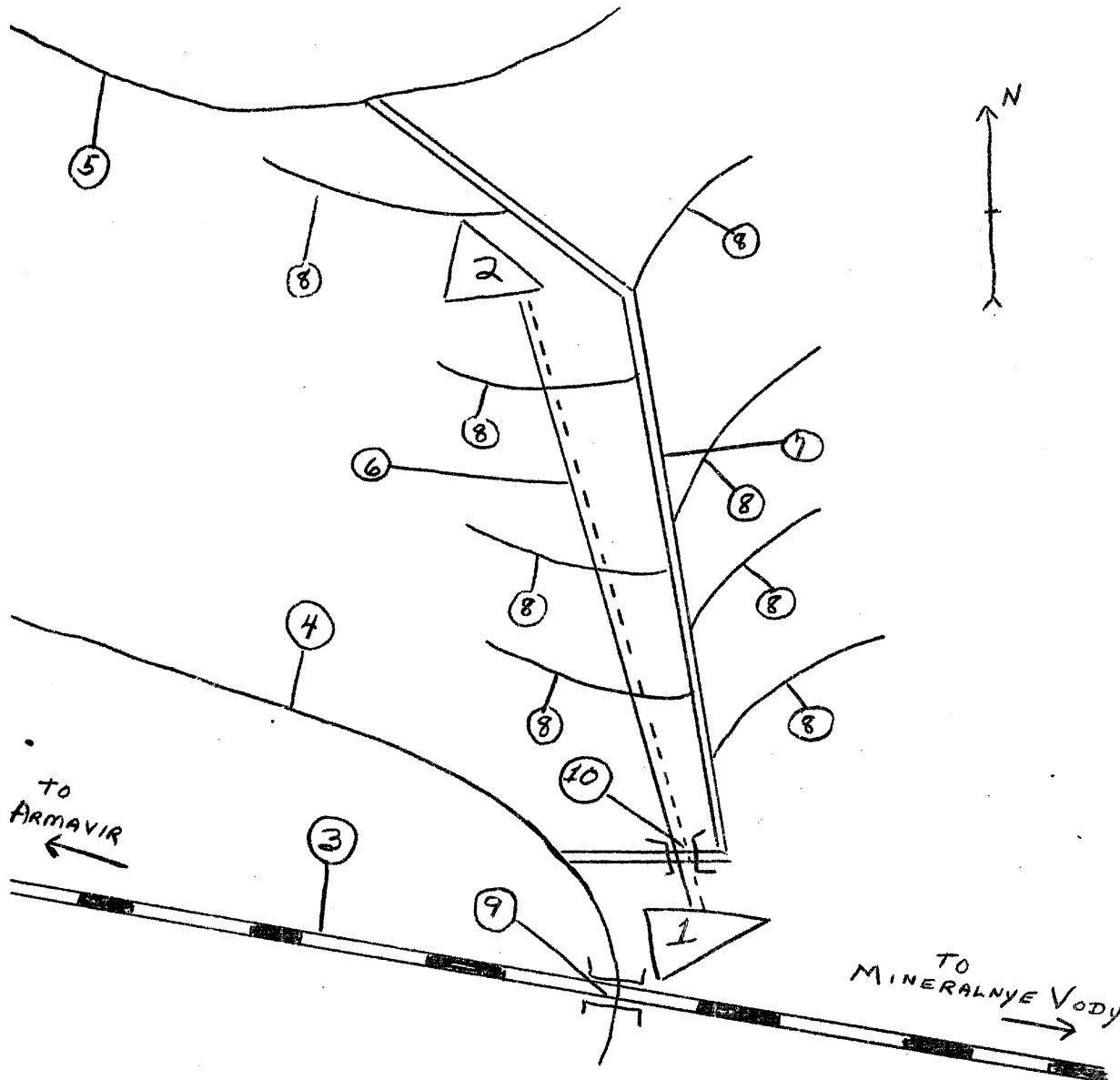
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Attachment III

CENTRAL INTELLIGENCE AGENCY
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Sketch Map of Nevinnomysskaya-Stavropol Canal
(not drawn to scale)



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